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country, the total value of which exceeded 100 crowns; customs fees had to be paid for the articles purchased. Paper, shoes, watches, clothing articles manufactured in the country, could not be taken out; neither could such articles be brought into the country in order to be sold there. Crew members were given only two-hour passes to visit the city and only between 0800 - 2000 hours and overstaying of this two-hour pass was punishable by fines and imprisonment.

Komarno /4745N-1807E/

4. This port was the other check point for vessels entering or leaving Czech waters. The same procedure applied as at the Bratislava check point, but the ship's master had to present the freight papers only at the SDGP office since there was no Sovrom office in this port.

Szebb /4749N-1853E/

5. This was the Hungarian entry and exit check point. The customs inspections made by the Hungarian authorities were probably the strictest. The freight was never inspected if it had the SDGP seal, which meant that the cargo was destined for the USSR. [ ] other barges in the convoy were only inspected when they did not have the SDGP seal in an effort to find smuggled articles. The crew members were not permitted to bring foreign currency into the country. Personal articles bought outside the country had to be declared and were then sealed in a container aboard ship and returned to the owner when the ship left the country. The crew members were not allowed to disembark at this harbor. The freight had to be declared by the ship's master at the SDGP office (there was no Sovrom office at this point). The above procedure applied also to the Budapest and Mohacs /4600N-1840E/ check points. At Budapest the freight had to be declared at both the SDGP and Sovrom office; in Mohacs, at the SDGP office only since there was no Sovrom office there.

Bezdan /4451N-1850E/

6. Only the freight papers were checked at this point; the cargo was never inspected by the Yugoslav authorities. The customs inspection for the crew members was very lax. The crew members were allowed by the Yugoslavs to visit the port but they were forbidden to do so by their own superiors. The Sovrom vessels (and probably the other Cominform vessels as well) were ordered by their own headquarters to stop only in the middle of the stream in Yugoslav waters and away from inhabited localities. These measures were probably taken to discourage desertions.

Grzdiste /4445N-2101E/

7. This was another check point in Yugoslavia. The same procedure was followed here as at Bezdan.

Moldova Veche /4443N-2139E/

8. Only the freight papers were inspected by the Rumanian authorities and not the freight. The freight had to be declared at both the SDGP and the Sovrom office. The crew's customs check by the customs officials and the Rumanian frontier troops was very thorough.

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The custom fees for articles bought outside Rumania were about five times as high as the price of the articles. Clothing, watches, shoes, radio parts (not the complete set) could be brought into the country. Cameras, which were never allowed aboard ship, jewelry, foreign currency and non-Communist publications and Yugoslav publications could not be brought into the country. The crew was restricted aboard ship in this harbor, probably because of the short calls.

Orsova /4443N-2224E/ and the Turnu-Severin

9. In these harbors the freight had to be declared at both the SDGP and the Sovrom offices. The crew could go ashore and visit the towns but the crew members could not board the vessel between 2200 and 0500 hours since during that period the harbor areas were off-limits to everyone but the Soviets. [REDACTED] only cereals were being traded between Hungary and Rumania. Cereals and lumber products were exported from Czechoslovakia to Rumania. Rumania exported cereals to Austria while machinery for ships and special oils from Austria were sent to Rumania. [REDACTED]

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